manufacturer, including any certificates received from previous manufacturers, Registered Inspectors, and Design Certifying Engineers. Each certificate must indicate the portion of the complete cargo tank motor vehicle represented thereby, such as basic cargo tank fabrication, insulation, jacket, lining, or piping. The final manufacturer shall provide all applicable certificates to the owner.

(e) *Specification shortages.* If a cargo tank is manufactured which does not meet all applicable specification requirements, thereby requiring subsequent manufacturing involving the installation of additional components, parts, appurtenances or accessories, the cargo tank manufacturer may affix the name plate and specification plate, as required by §178.345–14 (b) and (c), without the original date of certification stamped on the specification plate. The manufacturer shall state the specification requirements not complied with on the manufacturer's Certificate of Compliance. When the cargo tank is brought into full compliance with the applicable specification, the Registered Inspector shall stamp the date of compliance on the specification plate. The Registered Inspector shall issue a Certificate of Compliance stating details of the particular operations performed on the cargo tank, and the date and person (manufacturer, carrier, or repair organization) accomplishing the compliance.

[Amdt. 178–89, 55 FR 37063, Sept. 7, 1990, as amended by Amdt. 178–98, 58 FR 33306, June 16, 1993; Amdt. 178–105, 59 FR 55176, Nov. 3, 1994; Amdt. 178–118, 61 FR 51342, Oct. 1, 1996]

§178.346 Specification DOT 406; cargo tank motor vehicle.

§178.346–1 General requirements.

(a) Each Specification DOT 406 cargo tank motor vehicle must meet the general design and construction requirements in §178.345, in addition to the specific requirements contained in this section.

(b) *Maximum Allowable Working Pressure:* The MAWP of each cargo tank must be no lower than 2.65 psig and no higher than 4 psig.

(c) Vacuum loaded cargo tanks must not be constructed to this specification.

(d) Each cargo tank must be ''constructed in accordance with the ASME Code'' except as modified herein:

(1) The record-keeping requirements contained in the ASME Code Section VIII, Division I do not apply. Parts UG–90 thru 94 of Section VIII, Division I do not apply. Inspection and certification must be made by an inspector registered in accordance with subpart F of part 107.

(2) Loadings must be as prescribed in §178.346–3.

(3) The knuckle radius of flanged heads must be at least three times the material thickness, and in no case less than 0.5 inch. Stuffed (inserted) heads may be attached to the shell by a fillet weld. The knuckle radius and dish radius versus diameter limitations of UG–32 do not apply. Shell sections of cargo tanks designed with a non-circular cross section need not be given a preliminary curvature, as prescribed in UG–79(b).

(4) Marking, certification, data reports, and nameplates must be as prescribed in §§178.345–14, 178.346–14, 178.345–15, and 178.346–15.

(5) Manhole closure assemblies must conform to §§178.345–5 and 178.346–5.

(6) Pressure relief devices must be as prescribed in §§178.345–10 and 178.346–10.

(7) The hydrostatic or pneumatic test must be as prescribed in §§178.345–13 and 178.346–13.

(8) The following paragraphs in parts UG and UW of the ASME Code, Section VIII, Division I do not apply: UG–11, UG–12, UG–22(g), UG–32(e), UG–34, UG–35, UG–44, UG–76, UG–77, UG–80, UG–81, UG–96, UG–97, UW–13(b)(2), UW–13.1(f) and the dimensional requirements found in Figure UW–13.1.

(9) Single full fillet lap joints without plug welds may be used for arc or gas welded longitudinal seams without radiographic examination under the following conditions:

(i) For a truck-mounted cargo tank, no more than two such joints may be used on the top half of the tank and no more than two joints may be used on the bottom half. They may not be located farther from the top and bottom